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# INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

COUNTRY East Germany

REPORT

SUBJECT Finsterwalde Airfield

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REFERENCES

This is UNEVALUATED Information

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

report, including a legend, on Finsterwalde airfield which gives information under the following headings: (1) Location, (2) Runway Details, (3) Airfield Rail Spur, (4) Airfield Hangars, (5) Fuel Installation, (6) Ammunition Depot, (7) Radio and Radar, and (8) Airfield Security. Two sketches are also included, one shows the relative features of the airfield and the other shows the relative layout of the main buildings in the southeast corner of the field.

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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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Miscellaneous Information on FINSTERWALDE  
Airfield

All map references are taken from GERMANY 1:25000 AMS series  
M 841 third edition sheet number 4348.

APPENDICES

Attached at Appendix "A" is an overlay taken from local 1:25000 map, showing relative features of this airfield.

Attached at Appendix "B" is a rough sketch plan showing the relative layout of the main buildings in the SOUTH EAST corner of the airfield.

1. LOCATION

The airfield is situated approx. 4 km. SOUTH EAST of FINSTERWALDE and lies on the SOUTHERN outskirts of the villages of SCHACHSDORF and NEHESDORF. A large brick works converted to act as a prison camp adjoins the NORTH EAST corner.

2. RUNWAY DETAILS

a) During 1954, 1½ hectares of woodland adjoining the EASTERN end of the existing runway was requisitioned, and the runway was duly lengthened.

This runway extends between MR 1195 1845 and MR 1415 1820, the EASTERN (newly extended end) being 150 m. short of the track leading between SCHACHSDORF and MR 141 174. As far as could be remembered, this extended portion of the runway had a width of between 55 and 60 m. and a thickness of 20 to 25cm.

b) An approach funnel has been cut in the woodlands extending as far back as the roadway at MR 1470 1850.

c) At the WESTERN end of the runway, a strip 500 m. in length and approx. 100 m. in width has been levelled, and extends to MR 114 185, which is approx. 100 m. beyond the airfield perimeter fence.

d) There appears to be an aircraft hard standing at both MRS 120 185 and approx. 137 183.

e) The main airfield rail spur has been let in to the concrete and is flush with the EASTERLY extension of the runway.

f) The exact path of the aircraft taxiway is not known, but appears to extend between the extreme WESTERN end of the runway and the vicinity of the most WESTERLY of the 5 serviceable hangars.

3. AIRFIELD RAIL SPUR

a) The airfield is fed by a single normal gauge rail spur which extends from the main line at MR 140 191 on the outskirts of the village of SCHACHSDORF, around the EASTERN perimeter of the airfield, crossing the runway extension at the former road junction at MR 1385 1830 and terminates between the 2 most WESTERLY hangars (points 10 and 11 of App. "A").

b) At MR 1355 1790, there is a double spur feeding EASTWARDS into the adjoining underground fuel storage installation.

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- 2 -

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c) At MR 1340 1785, a series of sidings lead off WESTWARDS, the two sidings on the NORTHERN side adjoin an extensive offloading ramp and feed a nearby boiler house, whilst a further siding located on the SOUTHERN side of the rail spur feeds into a large barrack store.

For details see App. "B".

#### 4. AIRFIELD HANGARS

a) There is a total of six serviceable aircraft hangars on the airfield, five of which (nos. 7 to 11 of App. "A") are used for normal aircraft storage, whilst the most EASTERLY one (no. 4 of App. "A") appears to be used as a maintenance/working/aircraft assembly hangar. Hangar no. 6 has been severely damaged, the side walls having been blown in causing the entire roof to collapse.

b) Each hangar is of brick/steel construction, measuring approx. 85 m. x 50m. Along the entire front of each of the seven hangars, there is an extensive rectangular hard standing, measuring approx. 100 m. x 75 m., and from which a narrow taxiway leads off in a NORTHERLY direction.

c) At approx. MR 1335 1795, there is a cluster of derelict and damaged buildings, resembling light workshops and offices.

#### 5. FUEL INSTALLATION

a) There appears to be only one main fuel installation on the airfield, this being located at MR 137 180. The depot comprises a wired off compound, fed by two railway sidings on to which a total of approx. 10 cistern wagons have usually been shunted. The wagons appear to discharge their contents by hoses into a series of underground storage tanks, by means of discharging pipes situated alongside of the rail track.

Although these railway cistern wagons were constantly observed discharging their fuel into this depot, no bowser lorries have ever been seen taking on fuel.

b) All fuel bowser lorries appear to be concentrated at approx. MR 1305 1785 on the edge of the tarmac between the damaged hangar and the adjoining hangar no. 7 (see point 21 of app. "A"). After aircraft have been refuelled, usually on the tarmacs before the nearby hangars, these bowser lorries have always returned directly to this concentration point, and it is believed that there is a pipe line linking the main fuel depot from which these bowsers are replenished.

c) There are no other known fuel storage installations or refuelling points in use on the airfield.

#### 6. AMMUNITION DEPOT

At MR 134 190, located on the NORTHERN perimeter of the airfield, there is a permanent storage depot which was previously built during the Luftwaffe occupation. This installation consists of six identical shallow brick buildings, each measuring approx. 6m. x 3m., and set end to end within a barbed wire compound measuring approx. 50m. x 50m. There are no forms of individual blast walls around the buildings, but a shallow grass covered ridge extends round the entire site.

A concrete roadway extends EASTWARDS from this depot, as far as the rail spur, where there is a large offloading ramp at MR 1400 1905. A small brick built guard room appears to be located at the entrance to this depot, and the installation appears to be supplied by vehicles which load up on the ramp adjoining the railway line.

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- 3 -

7. RADIO AND RADAR

Only two radio installations have been observed:

- a) At approx. MR 151 183, adjoining the WESTERN side of the nearby main railway line, there was a single masted aerial, secured by guy ropes.
- b) At the corresponding WESTERLY end of the runway, at approx. MR 112 184, there was an unidentified radar array, believed to be either a DUMBO or CROSSFORK.

8. AIRFIELD SECURITY

The entire NORTHERN perimeter of the airfield is enclosed by a large, heavy wooden fence, approx. 2 - 2 $\frac{1}{4}$  m. in height (see point 18 of app. "A"). The SOUTH WESTERN portion of the perimeter is likewise enclosed by a wooden fence, but the portion contained within the two approach funnels and the SOUTHERN perimeter, which is mostly wooded, is enclosed by a barbed wire fence consisting of approx. 8 strands.

KEY TO APPENDIX "A"

1. Concrete runway 2,300 m. in length and approx. 60m. in width.
2. Airfield rail spur.
3. Underground fuel storage installation and fuel discharge point.
4. Aircraft maintenance hangar.
5. Air traffic control tower.
6. Badly damaged hangar, roof mainly intact, but side walls blown out.
- 7 - 11. Five identical serviceable aircraft hangars, measuring approx. 85 m. x 50m. each having a shallow curved roof.
12. Cleared and levelled strip approx. 500m. x 100m.
13. Eastern approach funnel approx. 500m. in length and 500m. wide.
14. Brick works, wired and guarded and used as a prison camp.
15. Ammunition storage depot, comprising 6 identical brick built storage sheds.
16. Concrete approach road connecting ammunition depot to nearby rail spur.
17. Offloading ramp for ammunition depot.
18. Wooden perimeter fencing.
19. Barbed wire perimeter fencing.
20. Single masted radio station adjoining railway line.
21. Accumulation of fuel bowser lorries.
22. Railway station and main offloading ramp.
23. Main airfield kitchen block.
24. Series of 2 storage brick built barrack blocks.
25. Water drainage discharge point, constructed after runway was extended.
26. Unidentified radar installation.

COMMENT

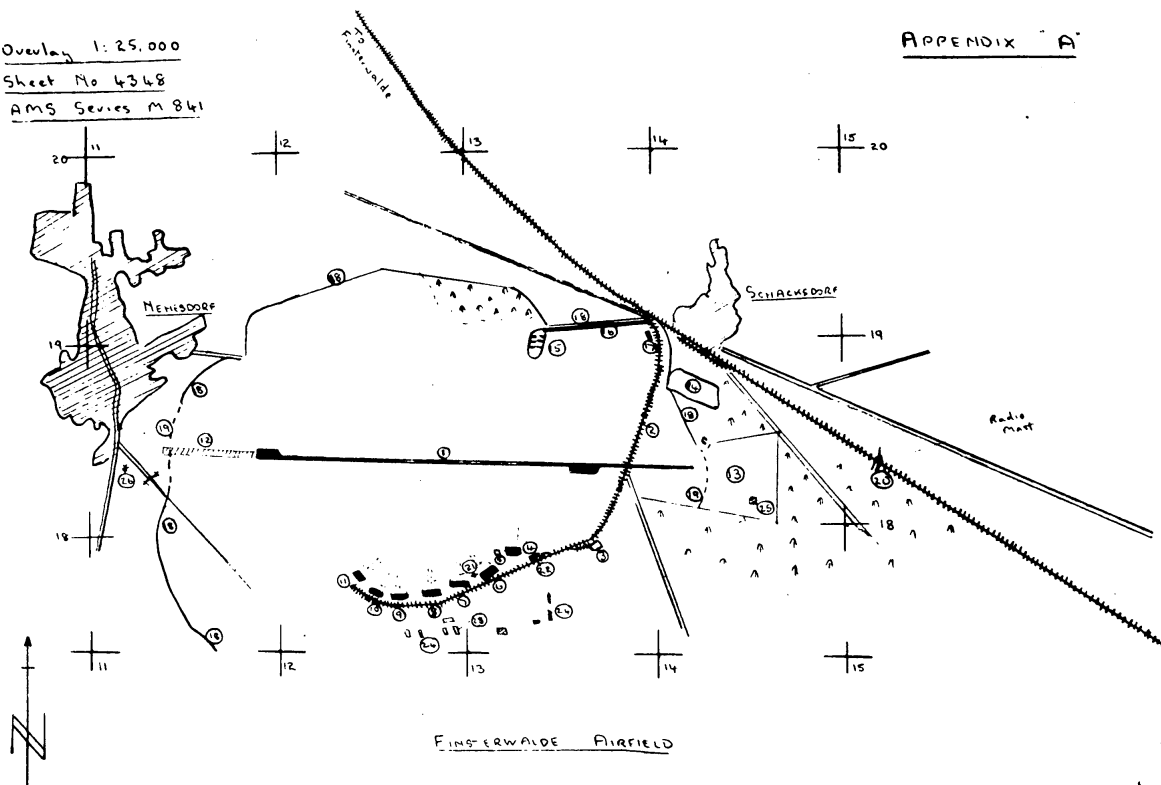
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1. Re. para. 2(d). Source has observed aircraft parked at these points but was never able to check whether hard standings did exist.
2. Re. para. 2(f). Because aircraft have been observed taxiing between.

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Overlay 1: 25,000  
Sheet No 4348  
AMS Series M 841

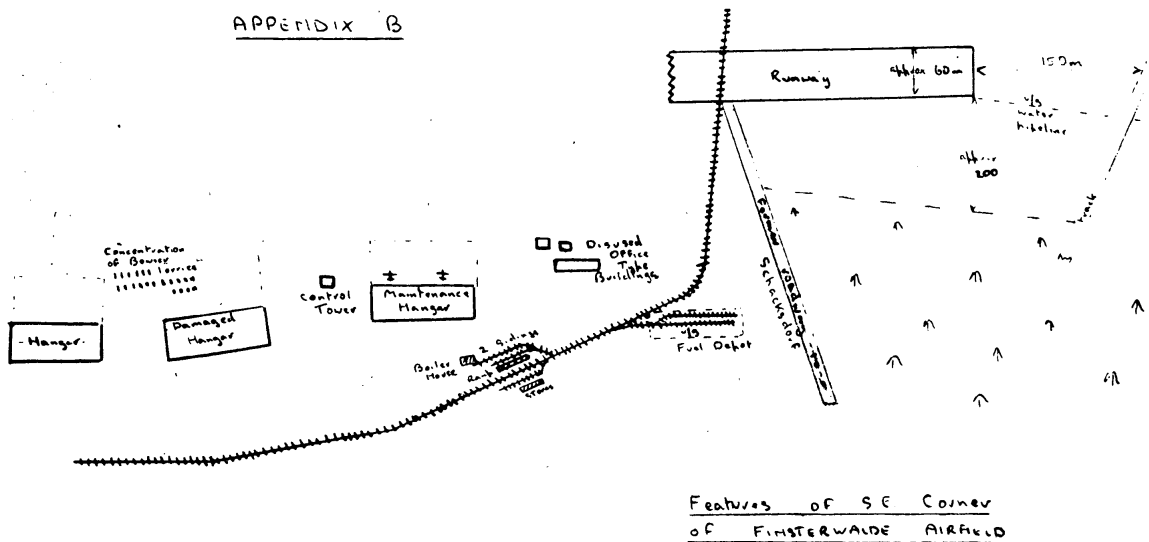
APPENDIX "A"



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APPENDIX B



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